

# The New York Times MID-WEEK PICTORIAL

THE GATEWAY  
TO THE BAT-  
TLEFIELD—A  
ROAD ON THE  
WESTERN  
FRONT.

(Australian Official  
Photo from Inter. Film  
Service.)

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## A Flashlight on Some Aspects of the War



Washington, now the directing centre of the world's greatest railroad system, has a considerable amount of trackage. In the background, the Capitol. (© Harris & Ewing.)

THE vast network of American railways, direct supervision of which has now been taken over by the United States Government in order to operate it as a single, unified system in the interest of greater efficiency and larger co-operation for the prosecution of the war, is not only by far the largest railway system in the world, but actually comprises two-fifths of the total mileage of all the world's railway systems. And this gigantic system, today in total length of lines approximating 256,000 miles, has grown from the smallest beginnings in ninety years. There had been experimentation with short wooden tramways, on which cars were drawn by horses, as early as 1807, but the first railroad charter granted in America was given by the Legislature of New York to the Mohawk & Hudson Railroad Company in 1825, and the road so sanctioned was completed in 1831. Meanwhile, the first use of a locomotive engine on a railway in America was on a sixteen-mile line from Carbondale to Honesdale, Penn., built by the Delaware & Hudson Canal Company, which began operations in August, 1829. The Baltimore & Ohio, chartered by Maryland in 1827, was the first road in the United States built with the purpose of using steam locomotives. As soon as the new idea had demonstrated its practicable success, railway construction spread throughout the country with amazing rapidity. Whereas there were only twenty-three miles of railway in 1830, by 1840 there were 2,818 miles, and by 1850 the mileage had jumped to 9,021. In the next decade there was still more extensive building of roads, and by 1860 the total mileage was 30,626. Although there was a serious halt during the civil war, railway construction was resumed on a larger scale than before as soon as that struggle had ended, and by 1870 there was a total mileage of 52,922. By 1880, 93,262 miles of railways had been built; by 1890, 163,597 miles, and by 1900, 193,346 miles. The majority of American railways were built to develop the natural resources of the country and aid in the settlement of territory that was undeveloped and sparsely settled, and the great industrial progress that began soon after 1850 was made possible largely by the railways. In 1852 rail connection was established between the Atlantic Coast and Chicago. On May 10, 1869, two months after the inauguration of President Grant, the last spike of a line of railroad connecting the Atlantic Coast with the Pacific was driven at Ogden, Utah. This, the Union Pacific Railroad, begun during the civil war, was built westward from Omaha on the Missouri to Ogden, a distance of 1,029 miles; there it met and connected with the Central Pacific Railroad, which was pushed through at the same time from San Francisco, a distance of 878 miles. The total distance from New York to San Francisco by this route is 3,322 miles. In the calendar year 1916, the latest for which complete figures are available, the earnings of the railways of the United States were the largest in their history, but their operating expenses also had increased greatly. Railway facilities for the last two or three years particularly have been obviously inadequate, yet comparatively little new mileage has been built in that time, and new equipment has been bought only

when its need was imperative. The average number of employees of the railways of the United States and their total wages in 1916 were as follows: General and division officers, 17,366, who received \$53,200,650. All other employees, 1,626,103, who received \$1,412,579,190. \* \* \*

## ARTHUR HENDERSON

for several years one of the most prominent British Labor leaders in the House of Commons, who took a conspicuous part in the great national convention of trades unions, Labor Party, and war emergency workers in London the end of December, has had a remarkable rise from the humblest beginnings to his present position. He was born in Glasgow in 1863, and in his youth served his apprenticeship as a molder at the great works of Robert Stephenson & Co. at Newcastle-on-Tyne. From young manhood he took a lively interest in his trade society and in the trade union movement generally, and soon came to be looked upon as a leader by his associates and was chosen by them for one important office after another. From office in his trade society he advanced to larger public service as a member of the Newcastle City Council, a post which he held for several years. In 1895 he was chosen as colleague for John Morley at Newcastle, but withdrew in favor of James Craig. In 1903 he was Mayor of Newcastle, and a Magistrate of the County of Durham. In the Parliamentary election of that year he was chosen to represent the Barnard Castle Division of Durham in Parliament, and has retained his seat continuously since that time. Henderson was chairman of the Parliamentary Labor Party from 1908 to 1910, and was again appointed after the beginning of the war. He has been Secretary of the Labor Party since 1911, and in that year also was made a member of the Royal Commission on Railways. He has since held membership in various other governmental and departmental committees. He was made a member of the Privy Council in 1915, and in that year also became President of the Board of Education in the Asquith Coalition Cabinet, from which he resigned the following year to become Paymaster General and Labor Adviser to the Government. When David Lloyd George became Premier in December, 1916, he made Henderson a Minister without Portfolio in his Cabinet and a member of the War Council, the other members of which were Lloyd George, Bonar Law, Lord Curzon, and Lord Milner. Last Summer Mr. Henderson served as a member of the British Government's Special Mission to Russia. But on his return to England he was thrown out of the Cabinet because of his newly acquired sympathies with the aims of the Russian Socialists.



Arthur Henderson, British Labor Leader. (Photo by P. S. Rogers.)

ACCORDING to the news despatches of a few days ago, a legislative assembly has been convened at Minsk for the establishment of a new Republic of "White Russia," which is reported to have seceded from the rest of Russia. "White Russia" is a term which heretofore has been rather indefinitely used to indicate a section of Western Russia lying south of the Baltic Provinces and separated from Poland by the Governments of Kovno, Vilna, and Grodno. The name was given by Catharine II., about 1763, to the Governments of Vitebsk and Mohilev, but was abolished as a political designation by Nicholas I. (1828), who forbade any use whatever of the term "White Russia" under the imposition of severe penalties. Nevertheless, the name was cherished by the inhabitants of the section, which corresponds to the largest part of the ancient kingdom of Lithuania, and which today has a population estimated at about 5,000,000, the bulk of whom are classed as Lithuanians. At the time of its greatest power as an independent state, Lithuania, when its ruler Jagellen was converted from paganism to Christianity in 1397, extended almost as far as Moscow on the east, and to the Black Sea on the south. It was united to Poland in 1569, and when the monarchy of Poland was destroyed in 1795 Russia took the provinces of Mohilev, Polotsk, Vilna, Troki, Novgorod-Syversk, Brest, and Vitebsk, and constituted them the "Lithuanian Government." Later the name of Lithuanian provinces came to be used only for Vilna and Kovno, which continued until very recently to be thus designated even in official documents of the Russian Empire despite the Czar's prohibition of the name in 1840. From the Tenth Century the Lithuanian peoples have been divided into three branches of Prussians, Letts, and Lithuanians proper. The Prussians were confined mostly to the Baltic coast, chiefly to the East of the Vistula. They have largely been absorbed by the Germanic peoples. The Letts occupy a part of the Courland peninsula of Livonia and Vitebsk. The Lithuanians proper mingled closely with the Poles, and at the subjugation of Poland fell to a great extent into the position of serfs to the great Russian landowners. The Lithuanian language is closely akin to the Slavonic, and is said to be by far the most archaic of spoken Aryan tongues. The country composing "White Russia" is largely cold, flat, and unproductive. It has immense stretches of forest and great marshes. In the cultivable sections corn, rye, flax, and hemp are grown. The inhabitants of several extensive districts depend mainly for their livelihood on the timber trade and on hunting and fishing. The city of Minsk, provisionally at least the capital of this projected new republic, is the capital of the Government of Minsk, a district of some 35,290 square miles forming the watershed between the Dnieper and the Niemen, and having a population in 1913 of approximately 3,000,000. Minsk, the city, is situated in a hilly region on the Svislotch River, a tributary of the Beresina, which in turn flows into the Dnieper. It is an old, irregularly built, and picturesque town, and is the home of slightly more than 100,000 people, fully one-half of whom are Jews. It has long been one of the most important stations on the railway from Warsaw to Moscow.



Map showing the part of Russia inhabited by the White Russians and other territories under discussion at the peace conference.





DAVID ROWLAND FRANCIS, United States Ambassador in Petrograd since March, 1916. The holder of the most difficult position in the American diplomatic service at the present time, he has been Governor of Missouri and was Secretary of the Interior in President Cleveland's Cabinet. He was born in Kentucky 67 years ago and began his career in the grain business.

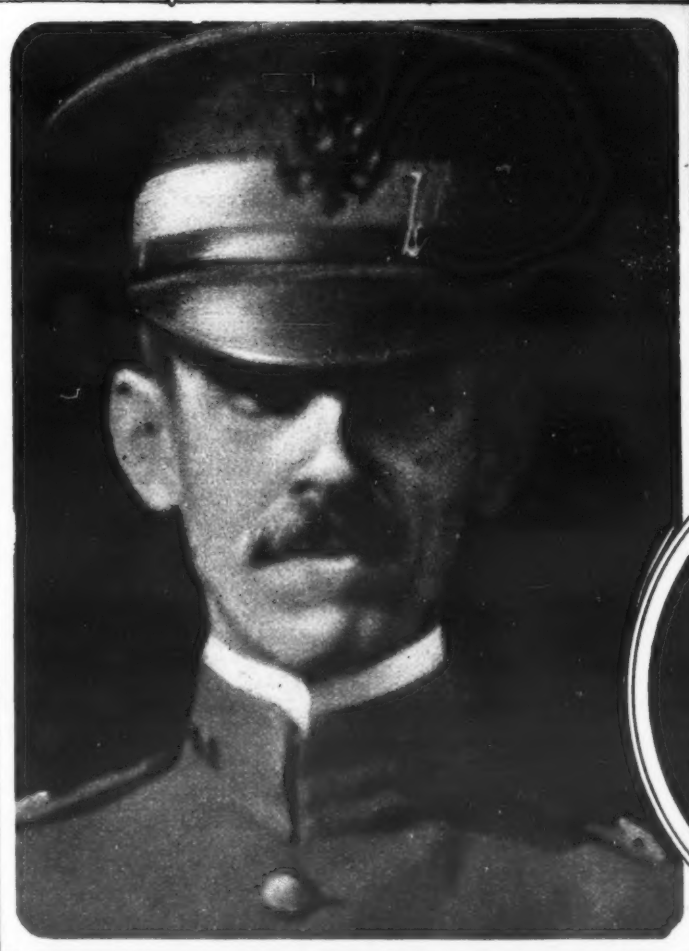
## Americans Behind the Nation's War Machine



MAJOR GENERAL JOHN F. MORRISON, who has been appointed head of the special board to direct army training throughout the United States. He has just visited and inspected the French and British training camps and seen actual trench warfare so as to be able to systematize the work at all the camps and cantonments at home. He is a West Pointer whose active service began in 1881.



WILLIAM G. McADOO, Secretary of Treasury, appointed to the additional position of Director General of Railroads under the new system of Government control.  
(Photo by G. V. Buck from Underwood & Underwood.)



BRIGADIER GENERAL EVAN M. JOHNSON, new commander at Camp Upton, Yaphank, Long Island, N. Y. He joined the army as a private in 1882 and steadily worked his way up to commissioned rank and thence to an Army War College appointment in 1911.  
(Photo Press Illustrating Service.)



COLONEL ISAAC N. LEWIS, inventor of the Lewis gun, which has been the subject of renewed controversy at the Congressional inquiry into the shortage of ordnance. He was a Coast Artillery officer until his retirement.



BRIGADIER GENERAL WILLIAM CROZIER, Chief of the Ordnance Department since November, 1901, whose work is now being investigated by members of Congress in connection with the ordnance shortage. He is the inventor of the disappearing gun and other valuable devices.  
(© Harris & Ewing.)



## First Photographs Showing Americans' Doings

An der Westfront gefangene Amerikaner.

2) Amerikanen, aan het Westelijke front, gevangen genomen.

3) Vid västfronten tillfångatagna amerikanare.

4) Amerikanske Fanger paa Vestfronten.

5) Americans taken prisoner at the west front.

اميركان وقعو بالاسرى في الجبهة الغربية.



6) Американци, пленени на западния фронтъ.

7) Amerykanie wzięci do niewoli na zachodnim froncie.

8) Américains faits prisonniers sur le front occidental.

9) Yanquis hechos prisioneros en el frente occidental.

10) Пленные американцы на западном фронтъ.

غرب جبهة سنه اسيريه امريكانيه



Een ingeleverde amerikaanse Gefangene werden onder deutscher Bewaking in een vrachtwagen weggevoerd.

2) Pas ingeleverde Amerikaanse gevangenen worden onder Duitse bewaking in een vrachtwagen weggevoerd.

3) Nya inlevarde amerikanska fångar föras bort under tysk bevakning i en lastbilsbil.

4) Nylig indelivered amerikanske Fanger transporteres bort i Lastvogne under tysk Bevogtning.

5) American captives just brought in being conveyed away in a wagon under supervision of Germans.

نقل اسرى اميركان في سيارات تحت مراقبة الجنود الالمانيه.



6) Току що доставлен американці-пленники, се принасять съ вагонъ подъ германска стража.

7) Transportowanie pod eskortą niemiecką świeżej partji jeńców amerykańskich w samochodach ciężarowych.

8) Des prisonniers américains venant d'arriver sont évacués avec un camion automobile gardé par des soldats allemands.

9) Yanquis que acaban de entregarse son conducidos en automóviles de carga bajo la vigilancia alemana.

10) Пересыла только что доставленных под немецким караулом на товарных автомобилях пленных американцев.

شبهه هذو وقطوبه امريكانى اسيرى الى الالمانيه  
نقلهم في آتفه بون عربيه نقل امريكانيه

Deutscher gefangener Amerikaner durch deutsche Offiziere.

2) Het verhoor van gevangen genomen Amerikanen door Duitse officieren.

3) Fångna amerikanare förhöras genom tyska officerare.

4) Amerikanske Fanger forhoeres af tyske Officerer.

5) Captive Americans being cross-examined by German officers.

ضباط المان يستظنون اسرى اميركان.



6) Германски офицери разпитват пленници американци.

7) Przeglądanie jeńców amerykańskich przez oficerów niemieckich.

8) Interrogatoire de prisonniers américains par des officiers allemands.

9) Oficiales alemanes interrogando a los prisioneros yanquis.

10) Допрос пленных американцев немецкими офицерами.

آمرىكانى اسيرى الى الالمانيه  
ضباط المان يستظنون اسرى اميركان

The above is a reproduction of a page in a German magazine showing the first Americans captured by the enemy. The descriptions of the pictures were

printed in twelve different languages, including Turkish. The three pictures at the top are of individual Americans taken prisoner on the Western front.

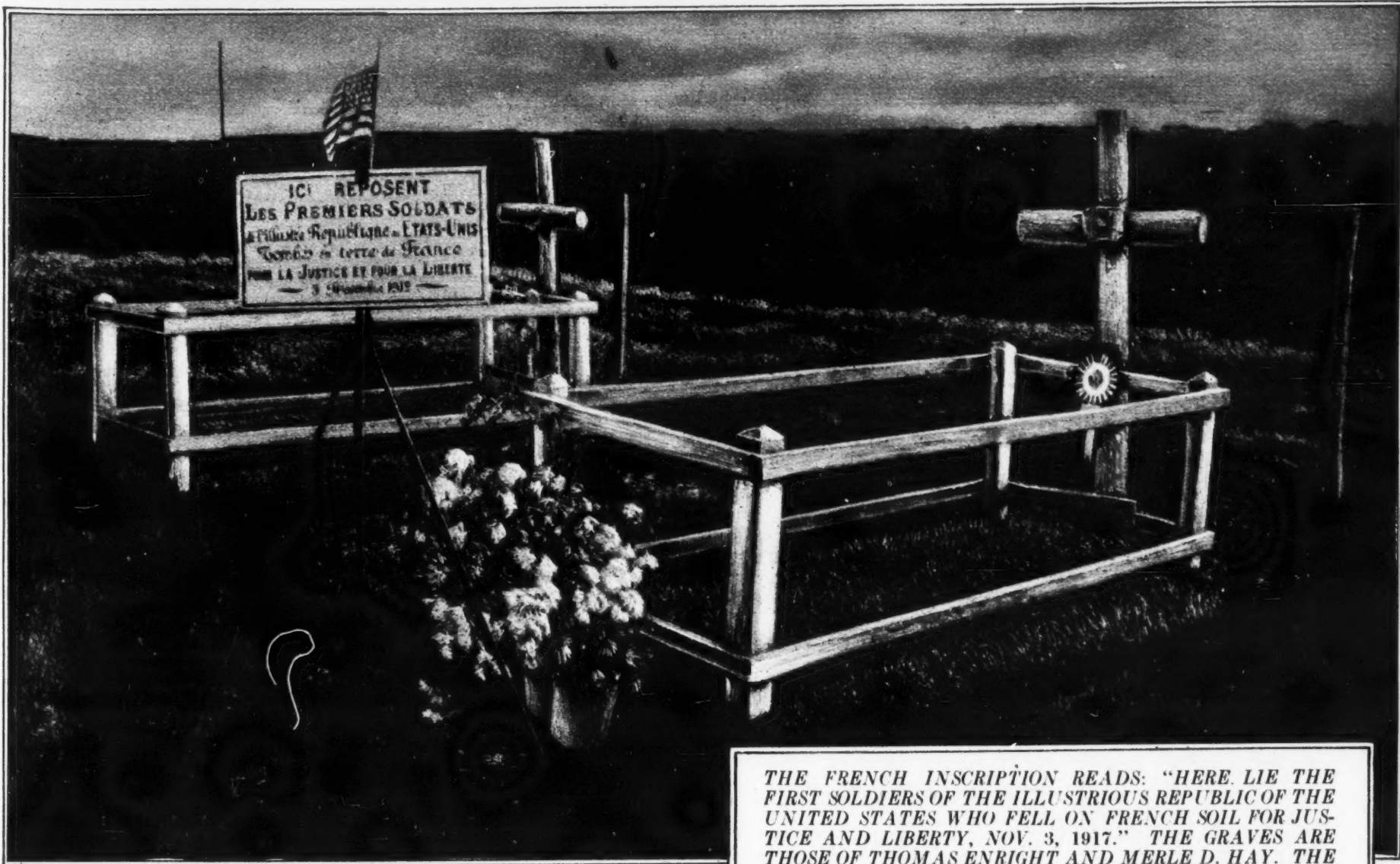
The photograph in the centre shows a wagon full of American prisoners heavily guarded by Germans. German officers cross-examining American pris-

oners are shown in the photograph at the bottom of the page.

(British Official Photograph from Underwood & Underwood.)



## in Actual Hostilities on Land and Sea



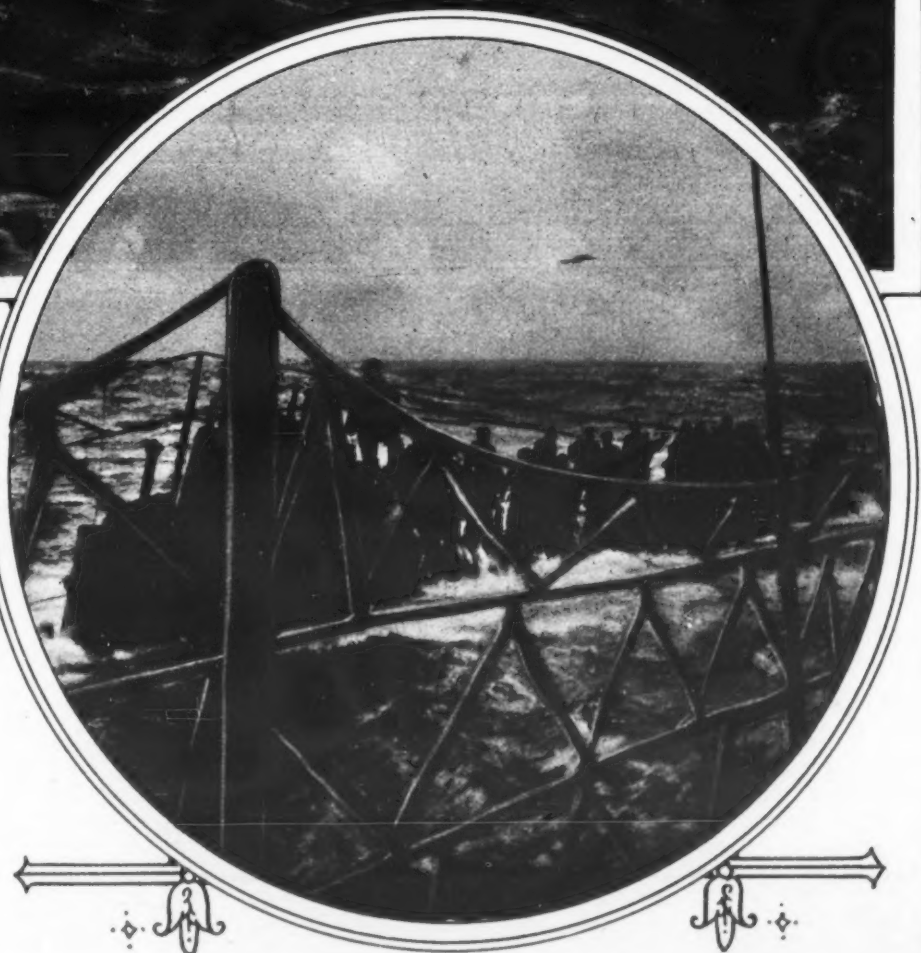
THE FRENCH INSCRIPTION READS: "HERE LIE THE FIRST SOLDIERS OF THE ILLUSTRIOUS REPUBLIC OF THE UNITED STATES WHO FELL ON FRENCH SOIL FOR JUSTICE AND LIBERTY, NOV. 3, 1917." THE GRAVES ARE THOSE OF THOMAS ENRIGHT AND MERLE D. HAY. THE THIRD OF THE THREE MEN WHO WERE KILLED WAS JAMES B. GRESHAM. (© The New York Times.)



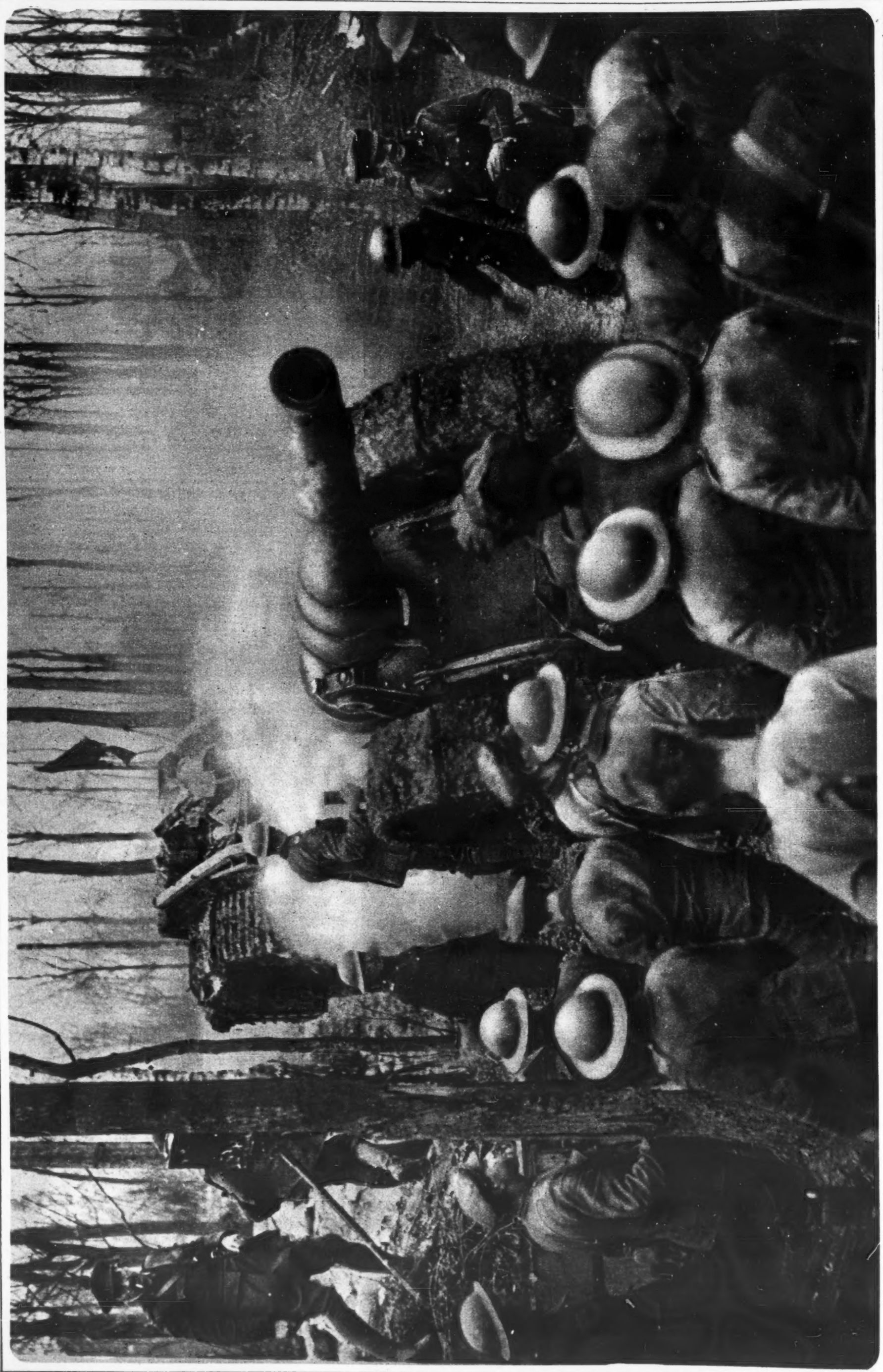
**A**LTHOUGH submarines have been sunk by American warcraft since the United States Navy has been co-operating with the Allies, the first positive evidence of a success of the kind is contained in the two accompanying photographs of the German submarine which was sunk by the destroyers Fanning and Nicholson, which were convoying a merchant ship flotilla. The full story, as made public by the Navy Department on Dec. 29, shows that on Nov. 24 the Fanning sighted a small periscope and made for the spot where a depth charge was dropped. The Nicholson also speeded to the spot and as the conning tower of the submarine appeared fired three shots. The Fanning then opened fire, and at the third shot the crew of the submarine all came on deck

and held up their hands. The Fanning approached the submarine to pick up the prisoners, but before this could be done the submarine sank, the crew jumping into the water and swimming to the Fanning. One of them died from exhaustion. Altogether four officers and thirty-five men were taken prisoner. The officers subsequently said that the first depth charge had wrecked the machinery of the submarine and caused her to sink to a considerable depth. The submarine bore no number nor distinguishing mark. The British Naval Commander in Chief, under whom the destroyers were operating, in his report said: "The whole affair reflects credit on the discipline and training of the United States flotilla."

(Photos © Committee on Public Information.)







♦♦ AFTER THE BRITISH OFFENSIVE AT CAMBRAI: A TANK BRINGING IN A CAPTURED GERMAN NAVAL GUN. ♦♦  
(British Official Photograph from Underwood & Underwood.)



# Episodes During the Battle of Cambrai



A BATTERY OF BRITISH HEAVY GUNS POUNDING THE GERMAN POSITIONS ON THE WESTERN FRONT IN FRANCE.



BRITISH TANK ON ITS WAY TO ATTACK BOURNOL WOOD PASSING SOME OF THE GUNS CAPTURED FROM THE GERMANS.



IRISH TROOPS AFTER THE FIRST CAMBRAI OFFENSIVE DISARMING GERMAN SOLDIERS TAKEN PRISONER OUTSIDE THE SECOND GERMAN LINE.

CAMBRAI was the objective of a British surprise attack launched by General Sir Julian Byng on Nov. 21, when the Hindenburg line on a thirty-two mile front between St. Quentin and the Scarpe River was broken through and the German defenses penetrated for a distance of more than six miles at the deepest point. The British succeeded in reaching Cantaing, less than three miles from Cambrai, and in capturing many villages and the first two German defense lines. On Dec. 3 the Germans launched terrific counterattacks south and southwest of Cambrai and the British were forced back east of Marcoing and at Vacquerie. On Dec. 6 the British withdrew from the northern edge of Bournon Wood, the Germans occupying a number of villages. On the following days the Germans, heavily reinforced, increased their pressure, and won back many more positions from the British.

(British Official Photographs from Underwood & Underwood.)



## Poles and Portuguese Serving with the French Army



The Poles have always been friends of France, and to show the reality of their sympathy a number of them who were living in France joined the army of the Republic. Later they obtained the consent of

the French Government to form a Polish Legion, which was duly constituted by presidential decree and permitted to carry flags bearing the Polish national emblem, the White Eagle. The Legion is, as far as

possible, a self-contained unit, and, as the above photograph shows, includes a machine-gun section. The Legion has its own commandant and other officers, but the unit as a whole is under the direction of the

General of the French division to which it is attached. As the training of the Legion is now practically complete it should not be long before it is heard of in actual operations on the French front.

(© Kadel & Herbert.)



Portugal entered the war in accordance with an ancient treaty of alliance with England, and so far the principal co-operation has been in East Africa, where Portuguese

troops took part with the British in clearing the Germans out of their colonial possessions in that part of the world. But France has been in dire need of men, and the Portuguese, who, as a Latin people, have

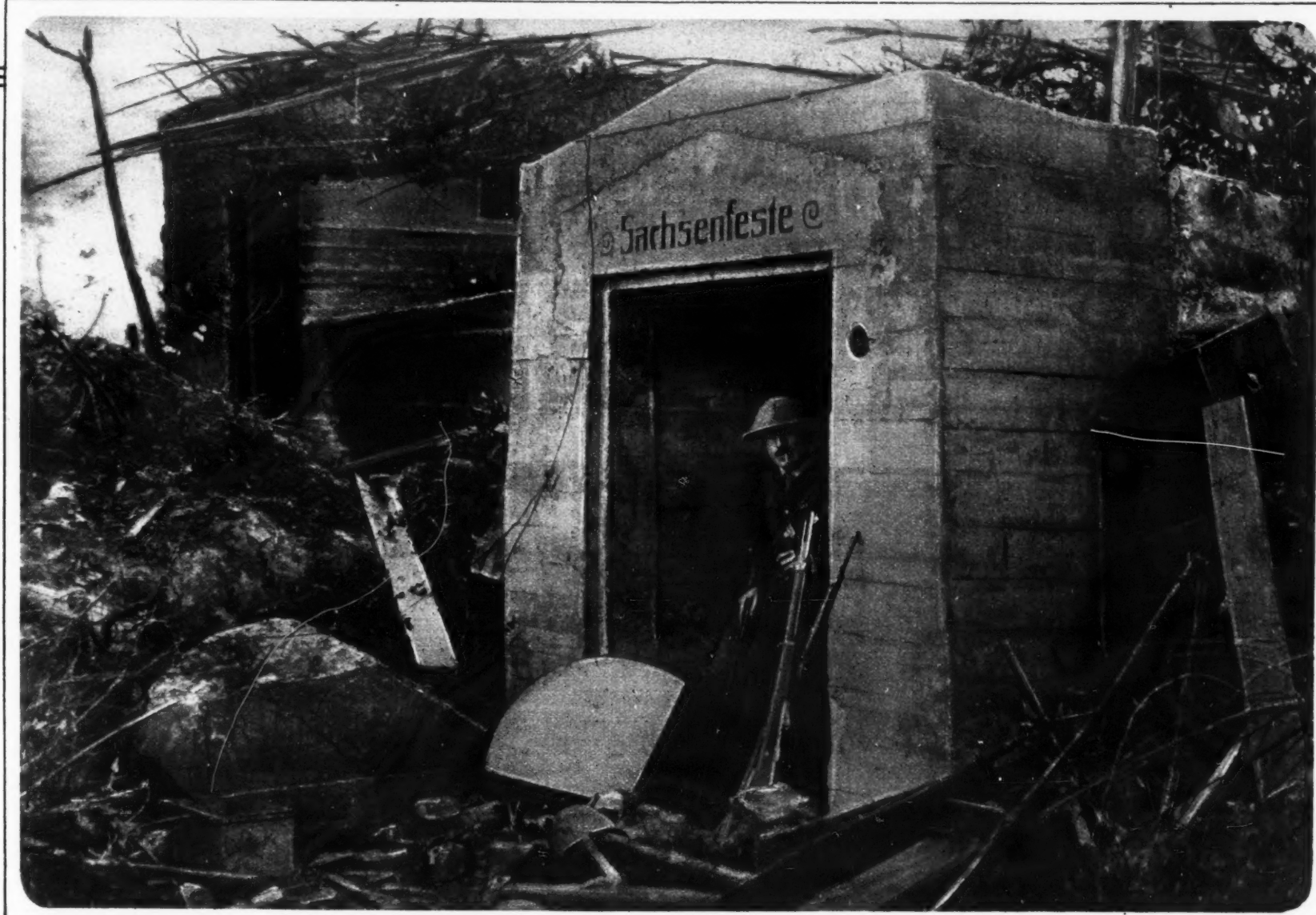
a close affinity to the French, have gone to the aid of the sister republic in the work of expelling the German invaders. A considerable army of Portuguese troops is serving in France and has already played its

part on the battlefield. The photograph reproduced above shows some of the men from the Portuguese Republic on their way to the front line trenches.

(© Kadel & Herbert.)



# German Strong Points Captured by the British



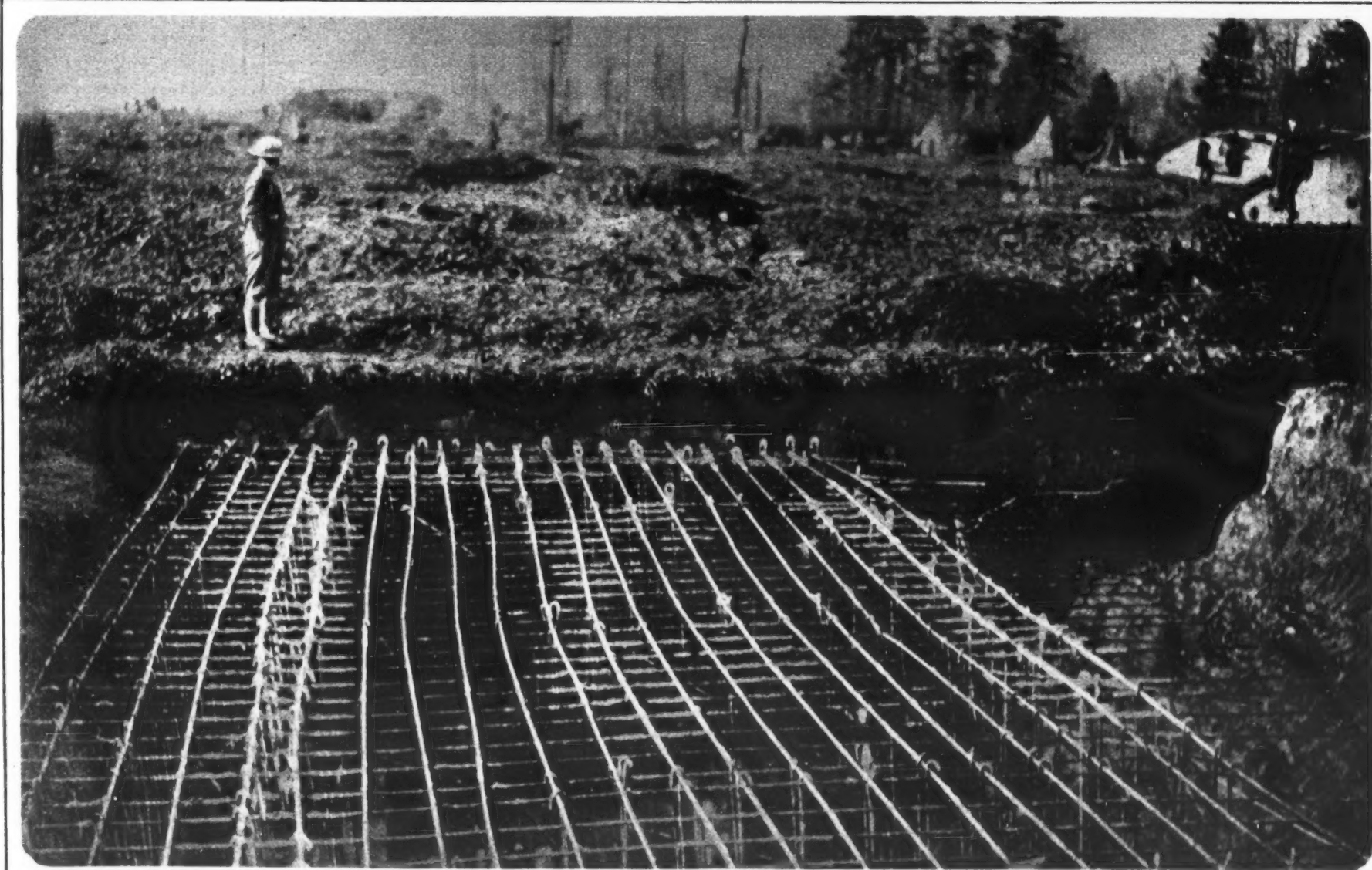
Although many pictures of German "pill-boxes," mebus, and other concrete fortifications have been shown in these pages, the above photograph presents a new feature of German defensive workmanship.

This strong point is a miniature fortress, which was particularly well situated near a strategic point in Bournon Wood. According to the inscription above the entrance it was built by Saxons, "Sachsenfeste"

meaning "Saxons' fort." In addition to numerous machine guns, the fort contained pieces of light artillery for the special purpose of opposing the advance of the British tanks. A large underground bomb-

proof chamber connected with passageways to the rear lines gave adequate protection to the garrison of the fort while hostile bombardment was proceeding.

(British Official Photograph from Underwood & Underwood.)



When the British smashed their way forward through the Hindenburg line in the first stage of the Battle of Cambrai, the advancing forces discovered that the German second lines were not quite complete.

Among the unfinished defenses the British found the foundation of what appears to be a quite formidable field fortress, or strong point, shown in the above photograph. It can be seen that the de-

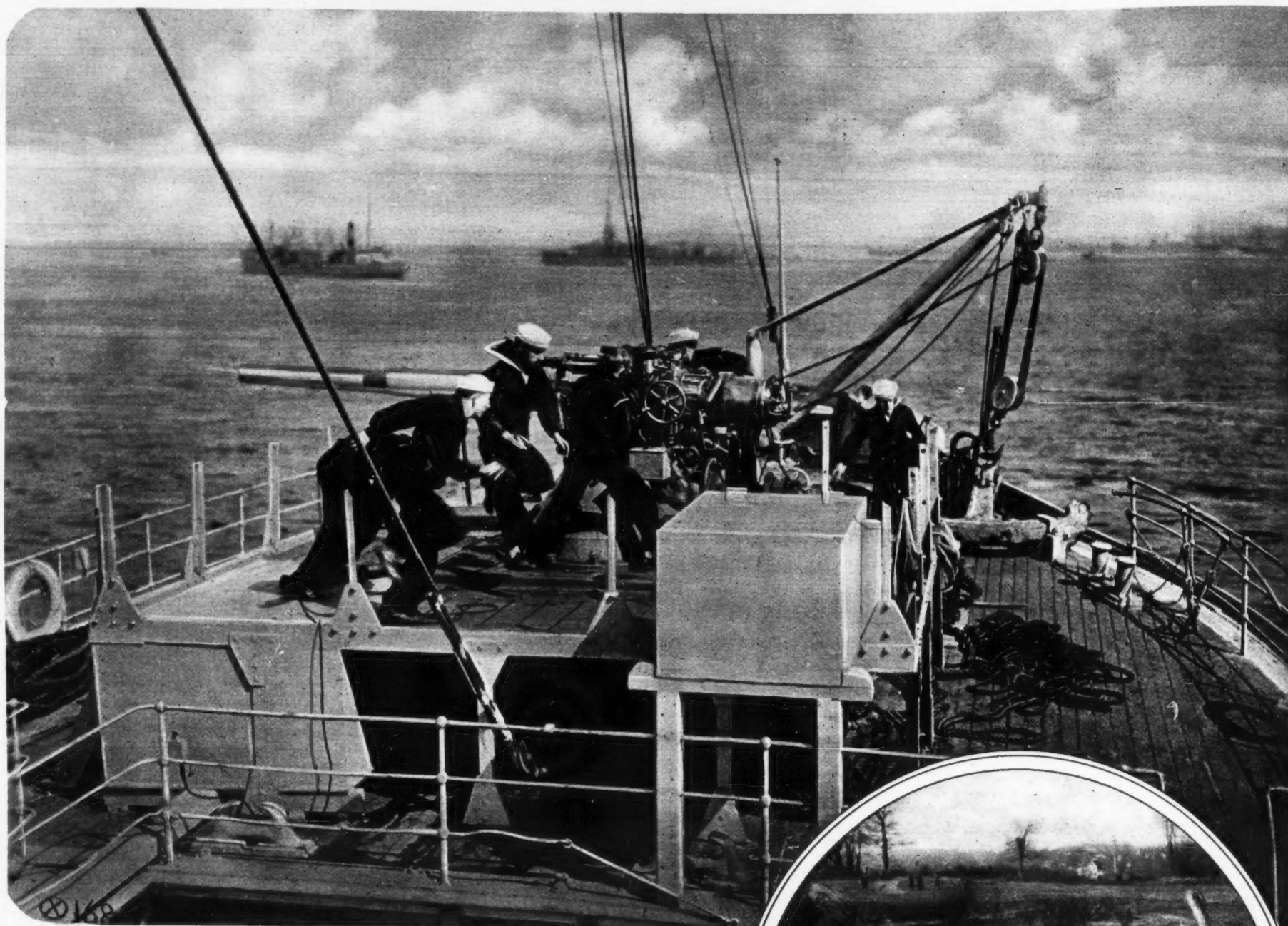
fenses are built just as strong below the ground as above. Steel rods, arranged in gridiron fashion, reinforce the concrete so that it can withstand all but direct hits by the largest calibre guns. Another in-

teresting feature of this photograph is some of the famous tanks, which can be seen on the the right in the background.

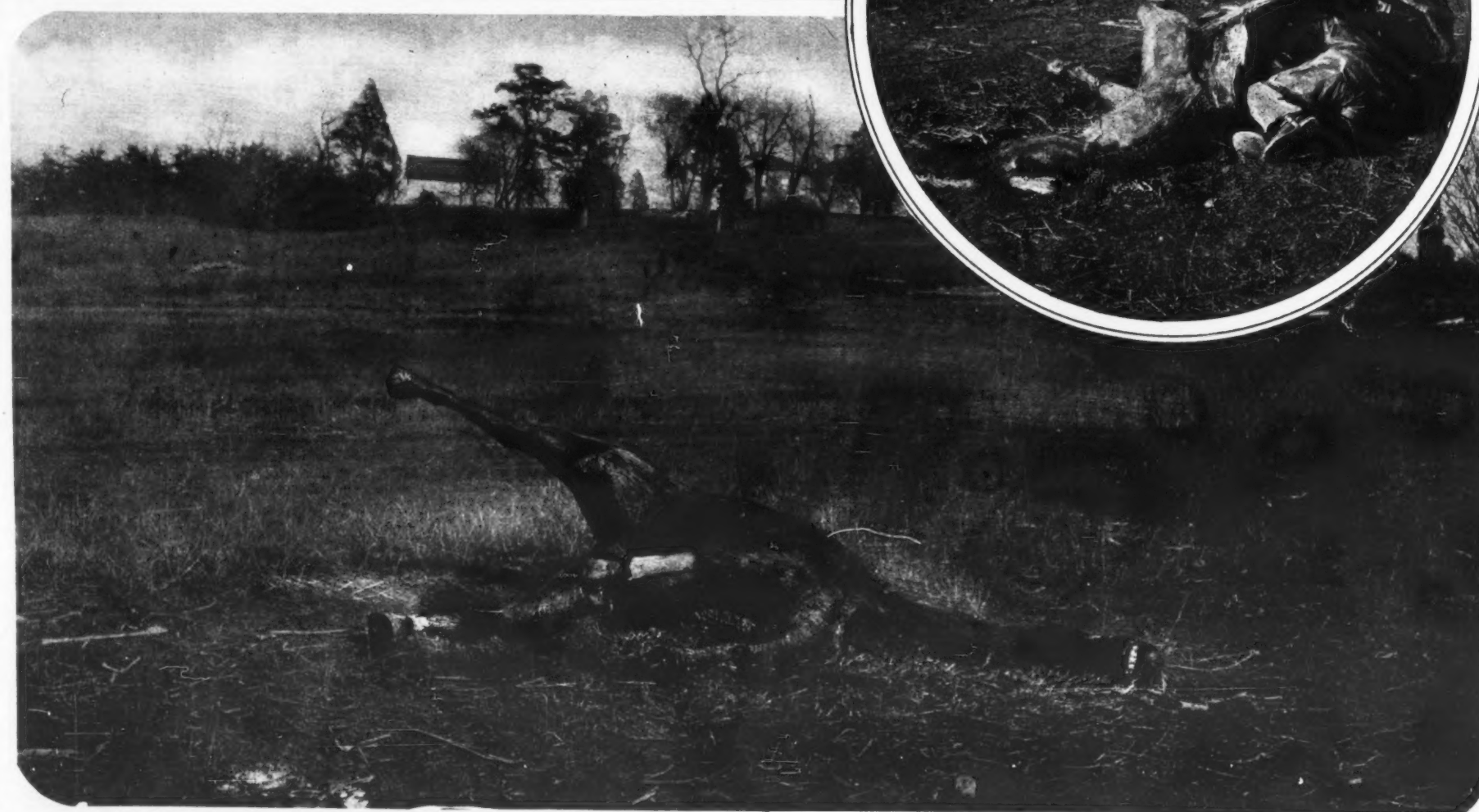
(British Official Photograph from Underwood & Underwood.)



# Training Activities of the United States Military and



TRAINING AN ARMED GUARD FOR SERVICE ON MERCHANT SHIPS WHICH REQUIRE PROTECTION IN THE SUBMARINE WAR ZONE.  
(© Committee on Public Information.)



The photographs above and in the circle represent a remarkable piece of camouflage. The dummy of a dead horse has been made for use as a listening post and, as the reverse shows, serves as an ex-

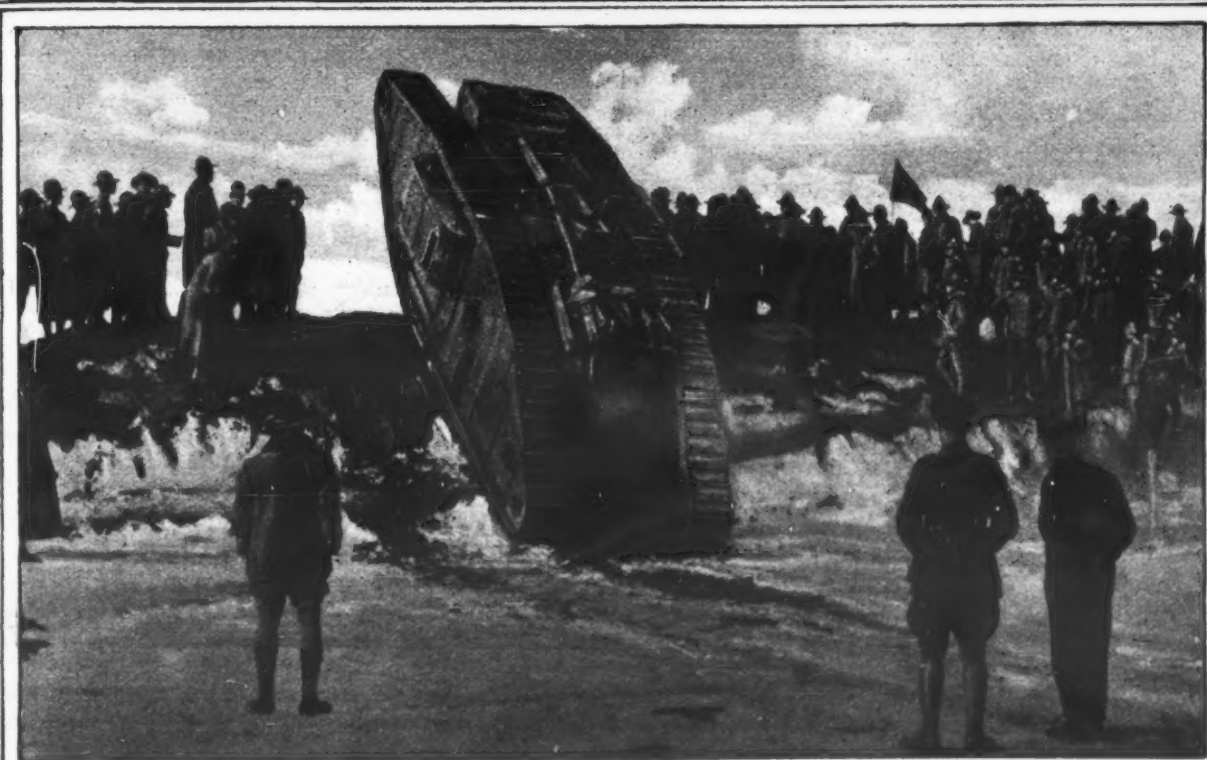
cellent concealment for the engineer who is trying to detect sounds which only become audible by placing one's ear to the ground. Horses have been killed by the thousand on the battlefields of

Europe and the bodies are to be found in all directions. It is, therefore, most natural for a dead horse to be lying in the position shown here and most unlikely that enemy observers would guess

that in reality it was an example of camouflage. There is no limit to the ingenuity of the camouflage experts now serving with the United States army.  
(Photos © Committee on Public Information, from Western Newspaper Union.)



# Naval Forces Going On with Vigor and Enthusiasm



THE BRITISH  
TANK BRITAN-  
NIA AT CAMP  
UPTON, N. Y.  
IT WEIGHS  
THIRTY-SIX TONS  
AND TRAVELS  
AT FOUR MILES  
AN HOUR.  
(© Underwood &  
Underwood.)

ARTILLERYMEN  
AT CAMP MEAD,  
AT ADMIRAL,  
MARYLAND,  
FALLING INTO  
LINE AT THE  
BEGINNING OF  
THE DAY'S WORK  
(© The New York  
Times.)



# European Nationalities Which Are Demanding the Right



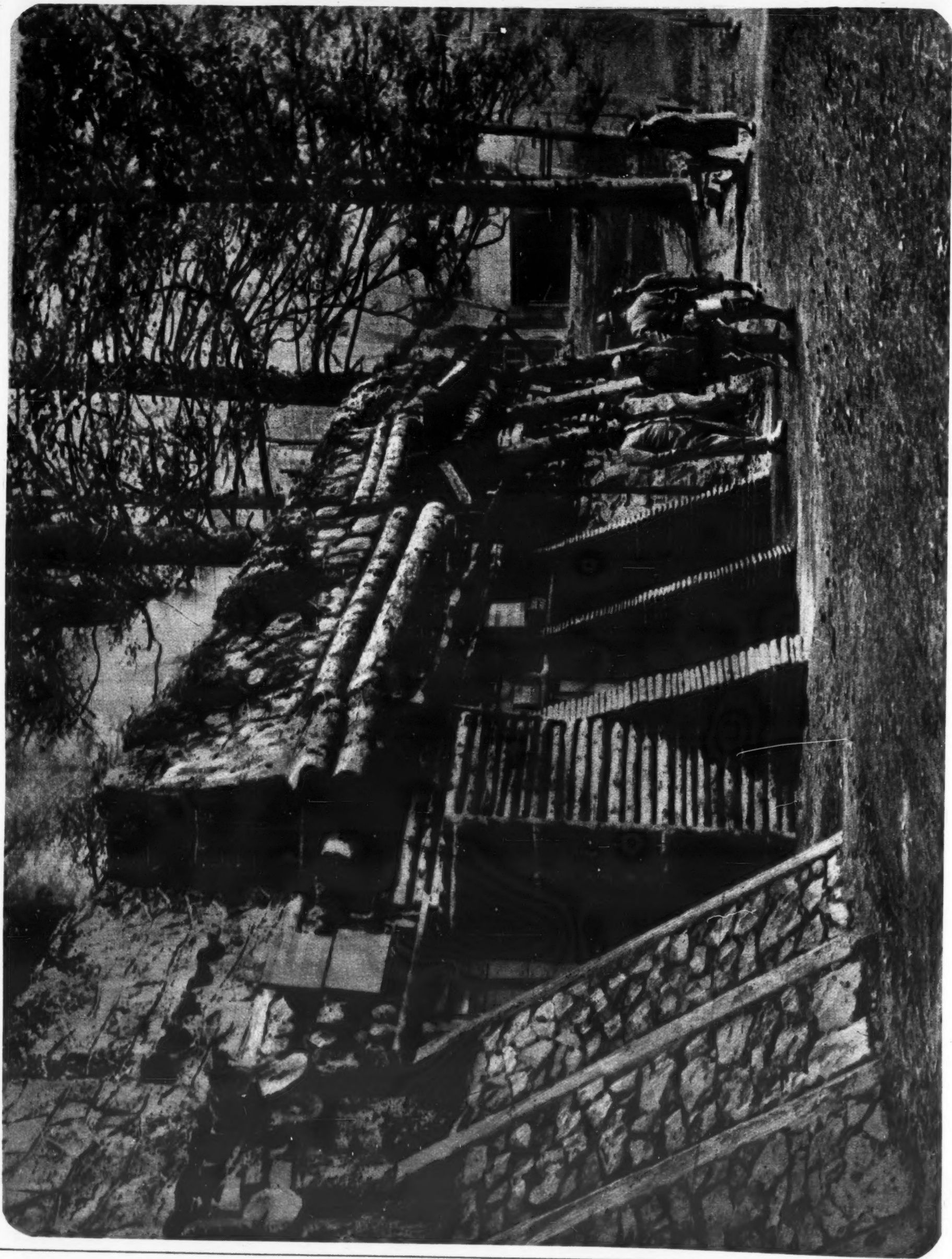


# Right of "Self-Determination" as Part of Peace Settlement





**A**LSACE, the  
 fate of which  
 this war is ex-  
 pected to settle if  
 the formula of  
 the "political  
 self-determina-  
 tion of peoples"  
 is adopted, has  
 not been one of  
 the great theatres  
 of the war as an-  
 ticipated when  
 the French Army  
 mobilized in Au-  
 gust, 1914. Still,  
 there has been  
 some fighting  
 there. The French  
 have regained a  
 narrow strip of  
 territory, and a  
 complete mili-  
 tary organiza-  
 tion is in exist-  
 ence to hold the  
 sector. The pho-  
 tograph on this  
 page shows the  
 entrance to the  
 operating room  
 of one of the war  
 hospitals, which  
 is elaborately  
 protected against  
 air raiders. Al-  
 though purely  
 utilitarian, the  
 building is not  
 without a certain  
 artistic character.  
 (Pictorial Press Photo.)





## From the Battlefields of Flanders and Cambrai



ONE OF THE BRITISH BIG GUNS WHICH WAS USED IN THE BATTLE OF FLANDERS ON ITS WAY TO A NEW POSITION.  
(British Official Photograph from Underwood & Underwood.)



CANADIAN CAVALRY PASSING THROUGH A VILLAGE ON THE CAMBRAI FRONT AFTER THE FIRST BRITISH OFFENSIVE.  
(Canadian Official Photograph from Western Newspaper Union.)

During 1917 the British Army reached the height of its efficiency after more than two years of wonderful effort, and it will be remarkable if it can do any better. Several important victories were won, and, as

Premier Lloyd George pointed out, if there had been equal effort on the other fronts much more might have been achieved. As it was, the British successes had only local, or tactical, results, when they might have had a

great strategic value, so that at the end of a great year of sacrifice expectations have been disappointed. The time it took to make the British Army the fighting machine it is today gives us some idea of what lies ahead in

creating an American army equally large and equally efficient. It will be well toward the end of 1918 before America's first million will really be ready to undertake a campaign, and in the meanwhile the burden still rests on the British Army.





**M**ANY of the peaks of the mountains looking down on the valleys of the upper Brenta and Piave rivers, where the Italians are now making a valiant stand, have been turned into formidable fortresses by the ingenuity of the Italian engineers. Solid rock did not prevent them from "digging themselves in" and constructing other shelters for their cannon and machine guns which were mounted on carefully chosen vantage points which guard the roads leading to the plains of Venice. The photograph here reproduced shows such a position garrisoned by the famous Alpine troops.

(Central News Photo Service)





# The Bolsheviki Gain the Upper Hand in Russia



TROOPS WHO SUPPORTED THE KERENSKY GOVERNMENT GUARDING THE PETROGRAD TELEPHONE BUILDING AGAINST THE BOLSHEVIKI, WHO, HOWEVER, SUBSEQUENTLY GAINED CONTROL.  
(© International Film Service.)

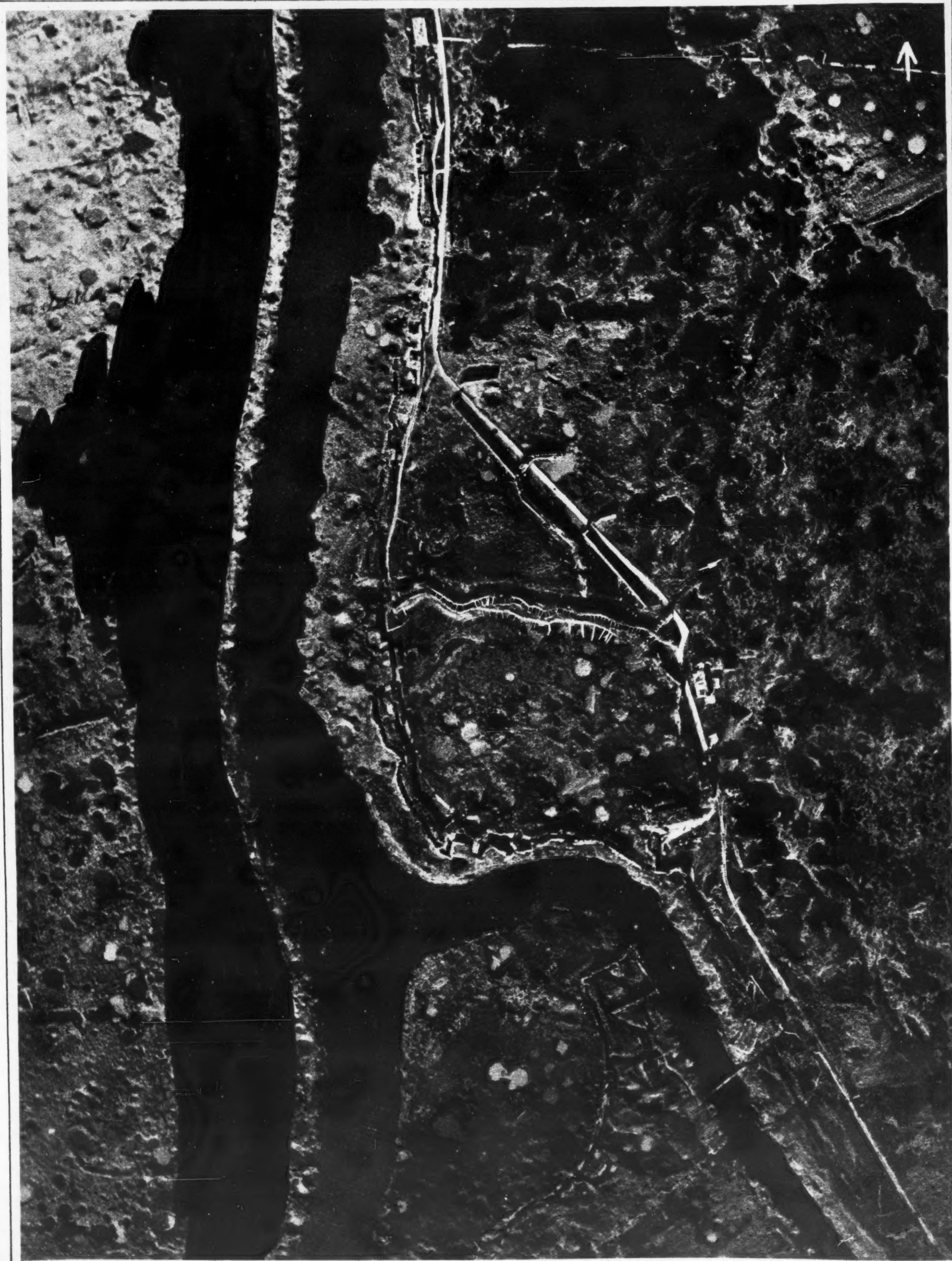


KERENSKY SUPPORTERS IN PETROGRAD WHO TRIED TO TURN BACK WHEN THEY FOUND THE BOLSHEVIKI GUARDING THE END OF THE STREET WITH AN ARMORED CAR.  
(© International Film Service.)

NOV. 7 saw another startling change in Russia. The Bolsheviki, or the Communist Party, as their leader, Lenine, prefers to call them, overthrew the Provisional Government under the Premiership of Kerensky, and proceeded to carry out a policy of immediate peace, the furtherance of the struggle against the propertied and employing classes, and the expropriation of the private landowners. Kerensky's downfall was due to his policy of vacillating between the aims of the bourgeoisie, who wished to give the Allies the fullest support in carrying on the war, and those of the various Socialist groups, representing the soldiers, workmen, and peasants who desired peace with the least possible delay. Leon Trotzky, the Bolshevik Foreign Minister, was not slow in opening negotiations for an armistice, which was signed at Brest-Litovsk on Dec. 15. Peace negotiations were opened Dec. 23 between Russia and the Central Powers and had for one of their first results the first definite statement of Teutonic peace terms. While the Bolshevik Government was working for peace, it had numerous troubles to contend with in various parts of Russia, particularly with the Cossacks and the Ukrainians, but at this writing Lenine and Trotzky were apparently strongly enough supported to continue the direction of Russian affairs. One of their most drastic measures, in accordance with the Socialist program, was the seizure on Dec. 27 of the private banks in Petrograd, this being apparently a step toward the destruction of the power of the financiers who have most strenuously opposed the adoption of socialistic principle. The photographs on this page were taken in Petrograd early in November during the fighting in which Kerensky's followers were defeated.



# Remarkable Airplane Photographs of the Yser River Trenches



The two Belgian official photographs reproduced on this and the following page produce a very vivid impression of the effect of intense artillery work on field fortifications. On Oct. 17, 1917, a Belgian airplane

piloted by Adjutant Gisseleire and Observer-Lieutenant Const. Coomans flew at a low altitude over the German trenches on the left bank of the Yser, just opposite the Belgian lines, and took the photograph on

this page, which shows with unusual clearness the German trenches. The black patch is the work of the Belgian censor, who wished to conceal the details of the Belgian positions. With the aid of this photograph and other

data gathered by the aviators, this section was subjected to intense shell fire for several days by the Belgian artillery. At the cessation of the bombardment, Belgian infantry made a successful raid across the river and



# Before and After Being Subjected to Heavy Bombardment



returned with booty and prisoners. The success of the artillerymen's work is shown better than words can describe it in the second photograph, which was taken on Oct. 31 by another Belgian airplane piloted by

Sergeant Heyvaert and Observer-Lieutenant Robin. This view clearly shows that where once the trenches were only numerous shell craters now cover the devastated ground. Only three of the best protected shelters were left intact. These records of

Belgian operations demonstrate that the army of the heroic little nation is still playing its part to the utmost of its power, valiantly struggling on the one small piece of territory which remains uninvaded and unconquered. It was on account of the destructive

effects of shell fire, such as are shown here, that the Germans finally decided that the system of open trenches was too expensive in man-power to maintain and that some other method must be adopted. This led to the construction of concrete shelters.





♦♦ A FRENCH FAMILY REVISITING THEIR HOME, NOW IN RUINS, AFTER THE GERMANS EVACUATED THE DISTRICT ♦♦  
(Pictorial Press Photo.)



## In the Swamps and Mud of Flanders



A RED CROSS DRESSING STATION BEHIND THE FIRST LINE DURING THE BATTLE OF FLANDERS. THE PHOTOGRAPH GIVES SOME IDEA OF THE WATER-LOGGED CONDITION OF THE COUNTRY IN WHICH THE FIGHTING TOOK PLACE.

(Pictorial Press Photo.)



LAYING CORDUROY ROADS IN FLANDERS WHERE THE MUD WAS KNEE-DEEP DURING THE RECENT FIGHTING.

(Pictorial Press Photo.)



# Men Who Figure Prominently in the World's News

Below—STEPHANOS SKOULODIS, a former Premier of Greece, whose property the Greek Government has decided to sequester and hold as a guarantee against any damages he may be ordered to pay when tried on a charge of attempting to foment a revolt in favor of ex-King Constantine.

(Photo Bain News Service.)

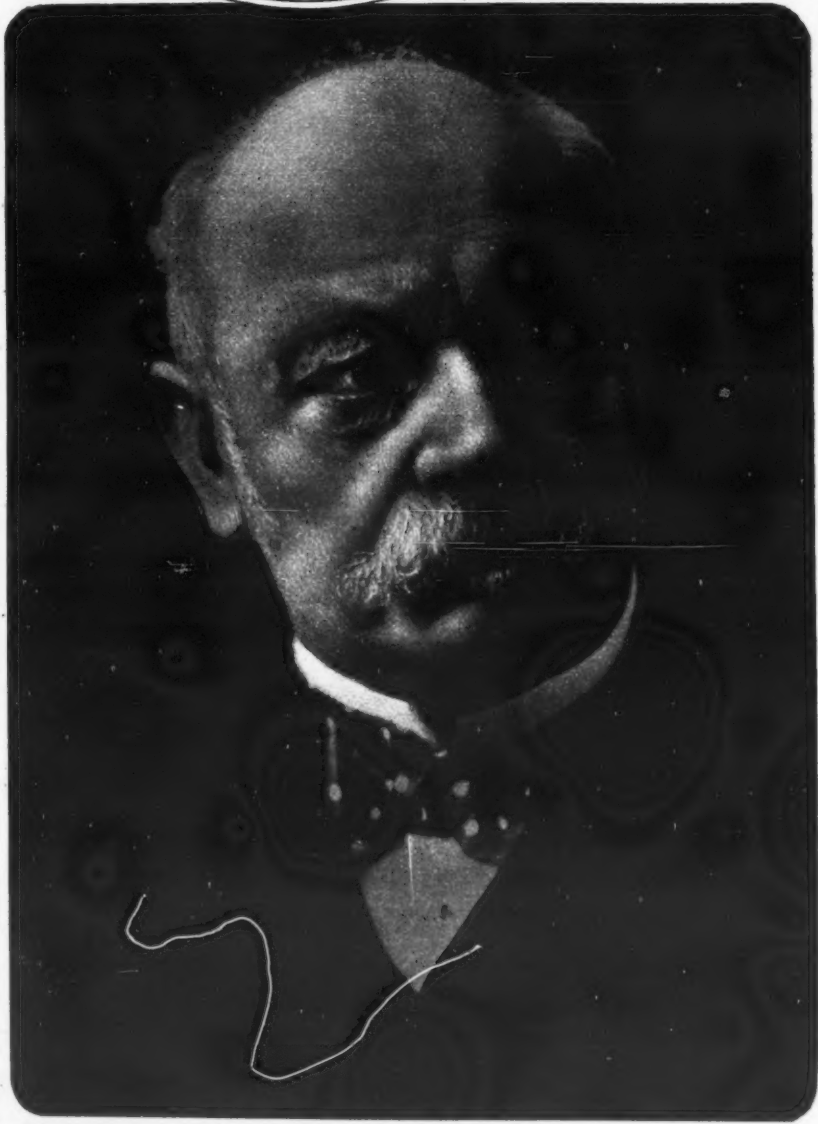
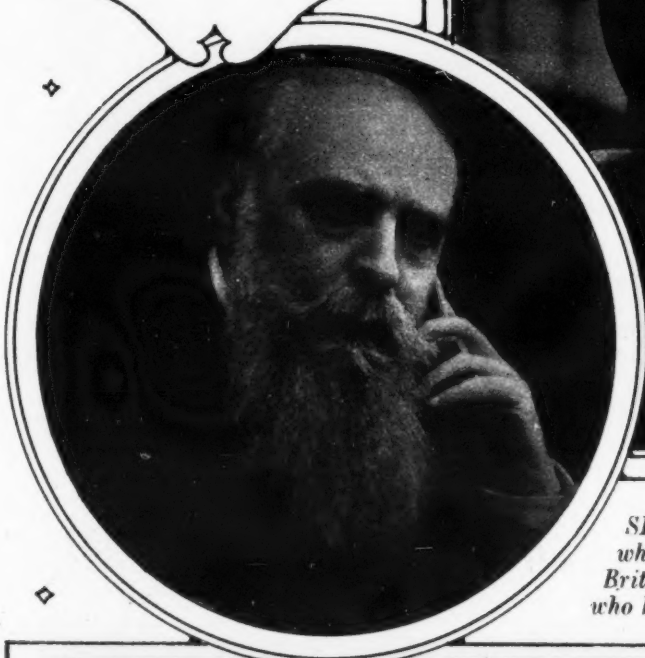
Below—SPYRIDON P. LAMPROS, another former Greek Premier, whose property has been seized in the same way as that of Skouloudis. Both these politicians were strong supporters of Constantine's pro-German policy and are accused of having tried to help the ex-King and his wife to betray Greece.

(Photo Bain News Service.)



VICE-ADMIRAL SIR ROSSLYN EMSWILER WEMYSS, (pronounced "Weems") who has been appointed First Sea Lord of the British Admiralty in succession to Admiral Jellicoe, who has been retired with a peerage.

(Photo Bain News Service.)



JULES CAMBON, one of France's leading diplomats. He was formerly French Ambassador in Berlin, and since the war one of the chiefs of the Ministry of Foreign Affairs. He now heads a special department to take care of American affairs in France and co-operate with the United States Government.



COUNT OTTOKAR CZERNIN, the Austro-Hungarian Minister of Foreign Affairs, who, at the peace conference between the representatives of the Russian Bolshevik Government and of the Central Powers, delivered the first general statement of Teutonic peace terms.

(Photo Press Illustrating Service.)



## A Flashlight on Some Aspects of the War

STEPHANOS SKOULOUDIS and Spyridon P. Lambros, each a former Premier of Greece, according to recent news dispatches have been placed under arrest on a charge of attempting to foment a revolt in favor of former King Constantine, and their property has been sequestered by the Greek Government as a guarantee for such damages as they may be ordered to pay when brought to trial. Each of these men had been Premier, for a short time only, in the troublous times of the last two years. Stephanos Skouloudis, a former Foreign Minister, first came into international prominence at the London Conference of 1913, where he took a conspicuous part in the negotiations that ended the Balkan war and left Turkey only a small strip of territory in Europe. When Premier Venizelos resigned on Oct. 5, 1915, Alexander Zaimis, his successor in the office, formed a Government which existed for one month merely at the will of the King and at the sufferance of Venizelos. After a vote of no confidence in the Greek Parliament, Zaimis resigned on Nov. 4, and Skouloudis became Premier, taking also the portfolio of Foreign Affairs. The Cabinet he formed was almost identical with that of his predecessor. Affairs in Greece now resolved themselves into a political duel between King Constantine and Venizelos, who still commanded a majority in Parliament. To forestall a conflict between the Ministry and that majority, the King dissolved Parliament, and called for a new election in December. The Venizelists protested, accused the King of violating the Constitution in refusing to recognize the results of the June election, which had approved Venizelos and his policies, and took no part in the balloting. So the King won, temporarily, and Greece was kept from joining the Entente. In February, 1916, Premier Skouloudis announced a policy of strict neutrality. His Cabinet exerted itself to appear friendly to the Allies. Skouloudis many times avowed the desire of Greece to maintain a neutrality that should be sympathetic to the Entente Powers. Financial troubles, as well as political, led to his downfall in June, 1916, just after the Allies had occupied Saloniki. Former Premier Zaimis was then recalled to the helm. He formed a new Cabinet on June 23, and on the 28th announced that Greece agreed to all the demands of the Allies. This Cabinet was altogether too friendly to the Entente to suit King Constantine, as was also its successor, which was formed in mid-September by Premier Nikolas Kalogeropoulos, who had lived for many years in France and received a doctorate in law from the University of Paris. Accordingly, on Oct. 8, 1916, Spyridon P. Lambros was chosen Premier. Lambros had won international repute as a Greek historian, and at the time of his appointment held the chair of history in the University of Athens. Born at Corfu, in 1851, the son of an eminent numismatist, he was educated at Athens, Berlin, and Leipzig. In 1878 he became an instructor at the University of Athens. From 1882 to 1885 he served in the Hellenic Ministry of Education, in charge of the public schools. In 1887 he was appointed Professor of Ancient History at the University of Athens, of which he was Rector in 1904 and 1905. He was general secretary of the Committee for Olympic Games in 1903. He is the author of many historical works, including a six-volume History of Greece, a History of Athens, and others, and has translated German and English historical works into Greek. It was the rejection by the Lambros Cabinet of certain demands by a French Admiral that led to two days of civil warfare and rioting in Athens, early in December, 1916, and thereafter to the setting up of a separate Provisional Government by the Venizelists, on the ground that Constantine had become a tyrant and had brought about a reign of terror. A few weeks before the arrest of Skouloudis and Lambros, astonishing proofs of the treachery of the former sovereigns of Greece were revealed by the publication of a series of most incriminating telegrams sent by King Constantine and Queen Sofia to the Kaiser. These showed that throughout the years they had been posing as injured

neutrals they had in reality engaged continuously in secret plottings against the Entente, had pledged that the Greek Government would not in any circumstances permit any hostile action against the German troops or their allies, and, at the request of the Kaiser, had organized guerrilla bands in Western Macedonia to harass General Sarraïl's left flank, and in other ways had done all in their power to help the cause of Germany and injure that of the Entente Powers.

MESOPOTAMIA, which means "Land between the Two Rivers," is, in the broader acceptance of the term, the joint delta of the Tigris (on the East) and the Euphrates (on the West), and corresponds to ancient Babylonia, the site of one of the oldest civilizations of which any records have come down to this modern age. The whole region owes its prosperity and its ruin alike to man's use or abuse of the gifts of these two rivers. Each of them passes through three distinct phases in its course to the sea. The sources of each lie deep in the Armenian highland, each passes through a great stretch of open treeless country, becoming more level and barren as it recedes from the hills, and each finally traverses a section of rich alluvial soil. In the latitude of Bagdad, which is nearly 400 miles up the Tigris from the head of the Persian Gulf, and well within the alluvial

B. C. Babylonia was invaded by the Kassites from Elam, the mountainous district on its eastern border, and lost its western and northern dominions, allowing also the rise of Assyria, whose chief city, Calah, was on the eastern border of Mesopotamia. Throughout the long epoch of the rise of the Assyrian empire, with its periods of unquestioned supremacy, decline, and recovery, Mesopotamia was at the mercy of the warring powers. Gradually many colonies of Assyrians were settled in Mesopotamia, and in 729 B. C. Tiglath-pileser III of Assyria was acknowledged supreme from Babylonia to the Mediterranean. He broke the Hittite power in Northern Mesopotamia and in Armenia. The powerful empire of Esar-haddon, 680, crumbled before the Medes, who sacked Nineveh in 606 B. C., and who in turn were overcome in 553 by Cyrus, the founder of Persia. The establishment of the Seleucid kingdoms after the death of Alexander the Great brought many Greek settlements. Islam and the founding of the caliphate of Bagdad introduced a new culture (762 A. D.); and, finally, Turkish occupation and dominion dates from 1516. Long before the beginning of the present war British and German interests in the Persian Gulf had been on the verge of conflict, but that fact probably had little bearing on the decision of the British Government to open a campaign in Mesopotamia. British interests called for protection, particularly the plant of the Anglo-Persian Oil



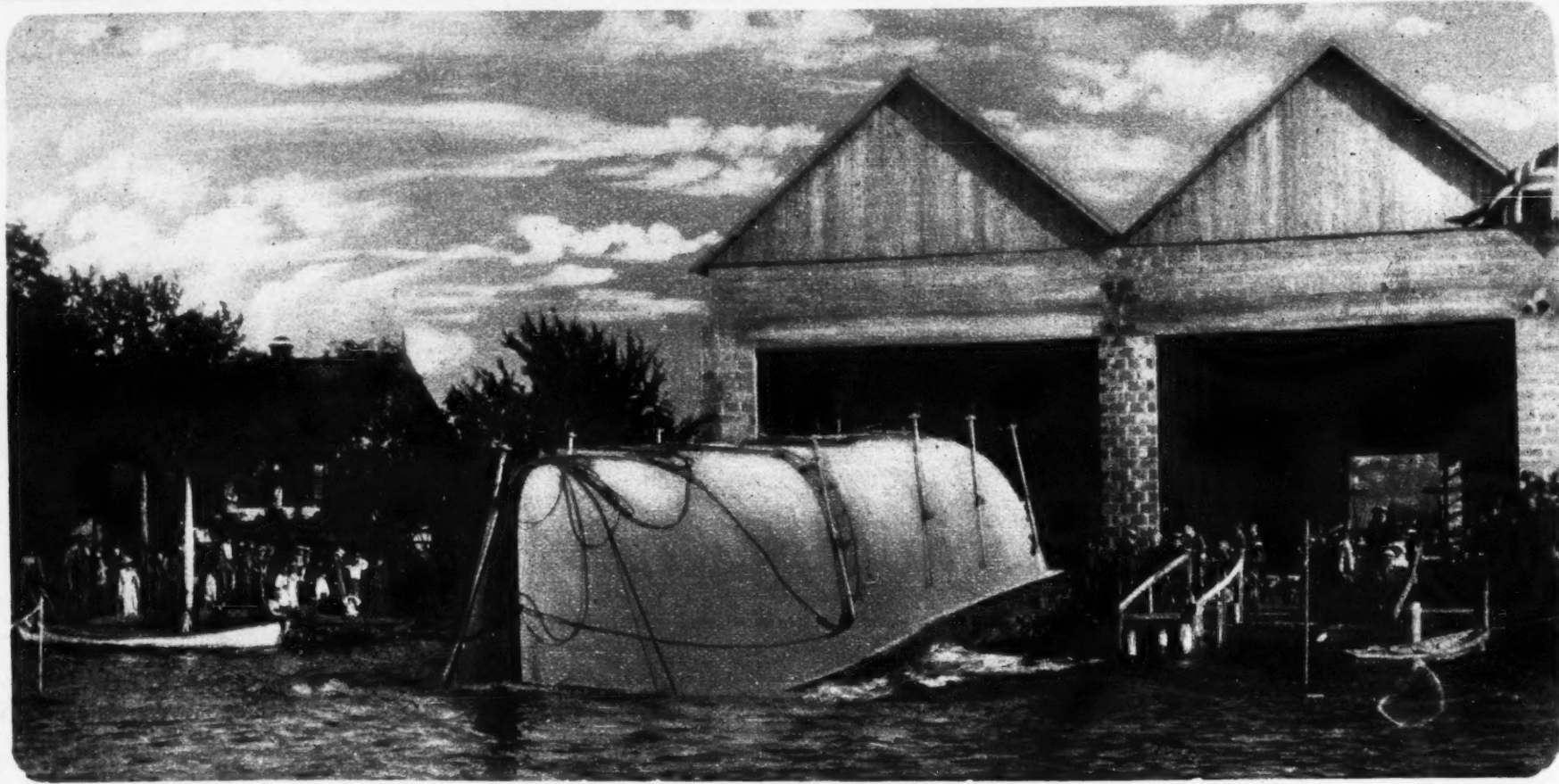
Some of the curiously shaped native boats used on the Tigris River. In one of them is a load of watermelons.

area, Euphrates and Tigris approach within thirty-five miles of each other, but soon diverge again to a distance of 100 miles. The whole joint delta in its lower section has been from very early times a network of canals, designed both to distribute irrigation water and also to defend the cultivated lands against the desert. The two main streams, whose mouths were still a day's journey apart in Alexander's time, now unite at Basra, 300 miles below Bagdad. Their joint channel, now called the Shatt-el-Arab, is 1,000 yards wide, and navigable. Today the northern part of Mesopotamia is covered with the mounds which mark the sites of ancient towns still unexplored. The middle region, or steppe-land, is the home of nomad Arab tribes, known as Shammar, who moved here from Central Arabia in the sixteenth century, when the Ottoman Turks conquered the country. Before the outbreak of the Great War it was confidently expected that great things would be done for this whole region by the building of the Bagdad railway and the carrying through of an extensive irrigation scheme under the direction of the British engineer, Sir William Willcocks. The known history of this region, in outline at least, traces back to 7,000 B. C. An early Babylonian king, Zugal-zaggisi, spread his dominion through Mesopotamia and even to the Mediterranean. Considerably later began the overwhelming invasions of Semitic nomads from Arabia, which undoubtedly caused the building of the so-called "Median Wall," which runs across the tip of the desert, from Euphrates to Tigris, a little above Bagdad. The Semitic king of North Babylonia, Sargon, who reigned at Accad about 3,800 B. C., subjugated Mesopotamia and must have brought it much cultivation and commerce. Hammurabi, the reorganizer of Babylonian independence and the first great legislator of the world, who held sway soon after 2,300 B. C., occupied Mesopotamia and was suzerain of Asshur (Assyria), which now came into prominence. Later the Amorites, probably from North Syria, gave way before a northern, or Hittite, movement. About 1,780

Company, on Abadan Island, with its 150-mile pipe line, and the oil fields at Ahwaz on the Karun River, (in which the British Government was financially interested), intended to supply oil to the British navy. A small British force arrived in November, 1914, and by the following May had driven the Turks to Kut-el-Amara, 150 miles up the Tigris. Further successes against the Turks led to an ill-advised expedition against Bagdad by General Townshend, whose forces had been increased to about 20,000 men. By the middle of October he had advanced to within eighteen miles of Bagdad, but in a battle against vastly superior numbers at Ctesiphon, November 22-25, was forced to retire to Kut-el-Amara with a loss of one-fourth of his army. There he intrenched and was besieged by the Turks. All attempts to succor him, including the sending in of several tons of supplies by airplane, were insufficient, and after a siege lasting 143 days General Townshend was compelled to surrender to the Turks, on April 30, 1916. In the following December a new British expedition, under command of Major General Frederick Stanley Maude, entered Mesopotamia and speedily retrieved the prestige lost by General Townshend's surrender. With a fighting force of about 150,000 men, General Maude vigorously pursued the Turks by land and water, captured Kut-el-Amara on February 26, 1917, took Bagdad on March 11, and by May 1 had driven the Turks 100 miles north of that city. After still further successes in the autumn, General Maude died on November 18, after a brief sickness. His successor in command of the British forces in Mesopotamia is Lieutenant General Sir William Raine Marshall, who has to his credit a brilliant record in India and South Africa as well as in the present war. Military operations at the present moment are apparently at a standstill, the chief purpose of the British now being to strengthen their hold on the country they have occupied and improving its communications by river and rail and establishing law and order among the natives. Considerable progress in this work has been made.



# Reinforced Concrete the Latest Thing in Ship Construction



LAUNCHING A SHIP CONSTRUCTED OF REINFORCED CONCRETE AT COPENHAGEN. IT STRIKES THE WATER UPSIDE DOWN, BUT IMMEDIATELY RIGHTS ITSELF.  
(© Western Newspaper Union.)



CONSTRUCTING A CONCRETE BOAT AT IVRY, FRANCE. THE METHOD OF BUILDING DIFFERS FROM THAT EMPLOYED AT COPENHAGEN, WHERE THE VESSEL IS BUILT UPSIDE DOWN.  
(Pictorial Press Photo.)

The necessity of producing ships with the least possible delay has led to the adoption of several new methods of building. One of the most interesting experiments recently undertaken is that of using reinforced concrete, as has been done at Copenhagen, the Danish capital. It is claimed that concrete ships 300 feet in length and

of 20,000 tons burden can be built quite satisfactorily. Smaller vessels have already been successful. A curious feature of the construction is that the concrete ship is built upside down. The concrete is laid over a framework, which rests on a base to make the vessel completely watertight. It is launched in the upside down po-

sition, but as soon as it strikes the water it automatically rights itself because the concrete is heavier than the wooden decking. The first concrete ship was launched at Copenhagen in August, 1917, and with the experience since gained it has become possible to complete a ship in three weeks. Only three days are required to

mold the concrete, the remaining eighteen days being necessary for it to set and harden. Concrete ships have the further advantages of being cheap and simple to build. The United States Government is considering the question of concrete ships. As one of the above photographs shows, concrete vessels are also being built in France.